

# Hong Kong Daily Press.

ESTABLISHED 1857.

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PRINTING OF ALL KINDS AT THE most moderate prices at THE DAILY PRESS' OFFICE. All proofs are received and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

No. 11,987. 號七十八百九千壹萬壹第

廿六初月六年二十二號光

HONGKONG, THURSDAY, JULY 16th, 1896.

四月  
英一千八百九十六年七月十六日

PRICE \$2 PER MONTH

NOTICE.  
Communications, Advertising, Subscriptions, Printing, Binding, &c., should be addressed to H. F. PEARCE, Esq., and special business masters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of *Daily Press* should be sent in two days of publication. After that has the supply is limited. Only supplied for Cash. Telephone Address: Pearce, A.C.C. Code, P.O. Box 21. Telephone No. 15.

NEW ADVERTISEMENTS

NOTICE.

HONGKONG ICE COMPANY, LIMITED.

In accordance with the provisions of No. 104 of the Articles of Association, the General Managers have the Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1896, of Eight per Cent. upon the paid-up Capital.

DIVIDEND WARRANTS payable the HONGKONG AND SHANGHAI BANK will be issued to SHAREHOLDERS on MONDAY, the 27th JULY.

The TRANSFER BOOKS of the Company will be CLOSED from 18th to 27th inst., both days inclusive.

JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 16th July, 1896. [1634]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 4399, dated 29th May, 1896, of the Ton Shars, Nos. 6881/3,890, in this COMPANY, standing in the name of Mr. FRANK ARTHUR MORGAN of Peking, at present residing at Kukiau, has been LOST, and at the expiration of One Month from the date of loss, the document will be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

GEO. L. TOMLIN, Acting Secretary.

Hongkong, 16th July, 1896. [1635]

TO LET.

NO. 10, CAINE ROAD, a pleasantly situated six-ROOMED HOUSE, having a fine view of the harbour. Very Cool.

Apply to GEO. BANKER, 49, Queen's Road Central, Hongkong, 16th July, 1896. [1636]

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION TO-MORROW (FRIDAY), the 17th July, 1896,

at his SALES ROOM, QUEEN'S ROAD, (After the Concourse), SUNDAY HOUSEHOLD FURNITURE, &c., comprising—

TAPESTRY with PLUSH-COVERED DRAWING-ROOM SUITE, BEVELLED GLASS OVERMANTEL, CHEFFONIER, PICTURES, and ORNAMENTAL RUGS.

HAT and UMBRELLA STAND with Bevelled Glass.

BRASS FENDER and FIRE BRASSES, TAPESTRY with PLUSH-COVERED BEDROOM SUITE, DOUBLE BED-BEDSTAD.

DOUBLED WARDROBE with Bevelled Glass, CHEST OF DRAWERS, MARBLETOP WASHSTAND, LADIES' DAVENPORT, and CARD TABLES, BLANKETS, BEDSHEETS, LACE CURTAINS, &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 16th July, 1896. [1637]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMoy, AND FOOCHOW.

THE Company's Steamship "HAITAN," Captain Reach, will be despatched for the above ports TO-MORROW, the 17th inst., at noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 16th July, 1896. [1638]

FOR SHANGHAI AND WLAUDIWO-STOCK.

THE Steamship "DAPHNE," Captain J. Samuelson, will be despatched for the above ports on WEDNESDAY, the 22nd inst., at 4 p.m.

For Freight or Passage, apply to SIMSEN & CO.

Hongkong, 16th July, 1896. [1639]

OCean STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "PYREUS."

Captain Batt, will be despatched as above on MONDAY, the 27th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th July, 1896. [1638]

JUST LANDE or "CHINGTU."

A FINE and FRESH STOCK of AUSTRIAN SPICY BACON and FINE APPLE BRANDY.

Very Moderate and Special Rates for whole Sale Buyers, Hotels, Clubs, and Misses.

M. RUTONNEE, 13, D'Aguier Street, Hongkong, 15th July, 1896. [1632]

PERSISTENCE LODGE OF

HONGKONG, NO. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeeland Street, TONIGHT, the 16th inst., at 8.30 for 9 p.m. Visiting Brethren are cordially invited to attend.

Hongkong, 16th July, 1896. [1633]

WINDING UP OF BUSINESS.

MESSES E. RICCO & CO. beg to announce that the Sales of their remaining Stock will continue for a few days more at

VERY GREAT REDUCTION in PRICES.

All Accounts against the firm should be settled as early as possible, and persons indebted to us are requested to make an early Settlement of their Accounts.

Hongkong, 16th July, 1896. [1633]

## INTIMATIONS.

THE HONGKONG, CANTON, and MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS of the COMPANY will be held in the OFFICE of the COMPANY, 10, QUEEN'S ROAD CENTRAL, on FRIDAY, the 31st inst., at 12 o'clock, NOON.

For the Purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and Ejecting Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st inst., inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 16th July, 1896. [1638]

## INTIMATIONS.

ROS BACH

THE BEST NATURAL TABLE WATER IN THE WORLD.

Invaluable for Dyspepsia and Indigestion.

Remarkably free from organic impurities. Its flavour is decidedly more agreeable than that of any Mineral Water which I have ever tasted. It is unquestionably the best of its kind.

Sir CHARLES CAMERON, M.D., F.R.C.S.I.

Springs at Rosbach, near Homberg.

GALDBECK, MACGREGOR & CO., SOLE AGENTS.

15, Queen's Road, Hongkong, 16th July, 1896. [1636]

[1637]

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

HONGKONG, CHINA, JAPAN, and THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON,

Pioneers of the Asbestos Trade. Contractors to H.M. Government and the Principal English, Indian, Colonial, and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF

The Best Qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Claims Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The METALLIC JOINING MATERIALS for Steam and Hydraulic Joints, Manholes and Methylated Doors &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hotwater Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent: THOS. SKINNER, BODWELL, CARLILL & CO., General Agents.

Hongkong, 2nd July, 1896. [1638]

[1639]

## CARMICHAEL & CO., LIMITED

Ex. S.S. "GLENNSK."

BOSTON'S BROWN BOOTS and SHOES.

ALBERT SHOES and TENNIS SHOES.

DAWSON'S PORPOISE BOOTS and SHOES.

Best VALUE in the Colony.

CARMICHAEL & CO., LIMITED, 18, Praya Central.

6,000,000 Bottles sold in one month.

"THE KOP THAT CHEESE."

A SPLENDID DINNER ALE.

KOPS ALE

AND SPARKLING!!

NON-INTOXICATING!!

WATKINS & CO., SOLE AGENTS.

APOTHECARY HALL, 62, QUEEN'S ROAD CENTRAL.

24

## COTTAM & CO.

FIRST CLASS OUTFITTERS.

Ex. S.S. "BORNEO"

FELT HATS, WASHING SCARVES, PEARL SOAP, &c.

HONGKONG HOTEL BUILDINGS No. 3, PEDDER ST.

1069

## CHOICE OLD BRANDIES

HANAPPIER'S \*\*\*

per Case \$21.00

MATHUSALEM LIQUEUR, per Case 42.00

Telephone No. 135

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## KELLY & WALSH, LTD.

OLD MELBOURNE MEMORIES, by Rolf Boldwood.

HEAVY ODDS, by Sir Arthur Wing Pinero.

THE TERM OF HIS NATURAL LIFE, by George Bernard Shaw.

REVIEWS AND CRITICAL ESSAYS, by C. H. Pease, Author of "NATIONAL LIFE and CHARACTER."

METALLIC STRUCTURES, Construction and Function of their Framework, by J. G. Jackson.

THE JUNGLE BOOK, by Rudyard Kipling—Illustrated.

SECOND JUNGLE BOOK, by Rudyard Kipling—Illustrated.

PROBLEMS OF THE FAR EAST, by R. H. Curzon.

PEOPLE and POLITICS OF THE FAR EAST, by Henry Norman.

CHINA: PRESENT and PAST, by E. G. Jackson.

FUTURE TRADES OF THE FAR EAST, by C. C. Watfield.

NAVAL WARFARE, its ruling Principles and Practice, historically treated by Admiral Colomb.

ROUSSEAU, by Rev. Hon. John Morley.

VOLTAIRE, by Rev. Hon. John Morley.

KELLY & WALSH, LTD. [1634]

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## LANE, CRAWFORD & CO.

HONGKONG, 20th June, 1896. [1625]

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## THE PHARMACY.

New Opening out a Fresh Supply of HAIR, NAIL, TOOTH, and SHAVING BRUSHES.

TURKEY and BATH SPONGES.

SUN GLASSES, in various Shapes.

SOLE HONGKONG AGENTS for NIWO MEDICAL WATER.

and TANSAN—The now WELL-KNOWN and POPULAR JAPANESE TABLE WATER.

FLETCHER & CO.

## INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.  
1896,  
With which is incorporated  
THE CHINA DIRECTORY.

THE FORTIETH ANNUAL ISSUE,  
and will be issued as usual, to show an advance  
in price, and both in fulness and accuracy  
of information.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Peking to  
Vladivostok, in which countries reside.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.

The Purist Ingredients only are used, and  
the strict Care and Cleanliness exercised in  
the Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Courtesy Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always  
kept ready in Stock.

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that took dry  
or greasy, or fat, appear to have been used  
for other purposes, than that of containing  
Aerated Waters, as such Bottles are never used  
again by us.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.  
Hongkong, 26th May, 1896. [22]

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news column  
should be addressed to Mr. E. R. T. Smith, Editor,  
and to the address for the transmission and delivery  
of publications, but no evidence of good faith  
will be given for publication, so far as can be done  
by the editor.

No unprofessionally signed communications that have  
already appeared in other papers will be inserted.

Orders for news copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Supplied for Cash.  
Telegraphic Address: Press Office, P.O. Box 12, Telephone No. 12.

BIRTH.—On the 15th Inst., at Hongkong, the wife of F. J. BAYER, Consul-General for the Netherlands, of a son.

HONGKONG, July 16th, 1896.

I find most interest the anti-opium agitators in the United Kingdom to learn that the Chinese are every year increasing the quantity of native grown opium; and that the import of foreign drug is steadily declining in consequence. No doubt they will feel much gratified by this interesting fact, but however exultant they may be over it, the victory is certainly of the Pyrrhic order. The opium smoking habit is in no wise abating in China because an increasing proportion of the supply is home grown; but there is a danger, on account of its lower cost, of the trade for the stimulant considerably extending. Of course there will be some satisfaction to the minds minded that the drug does not come from India, and they will no doubt dwell withunction on the fact that the Chinese are poisoning themselves and not being poisoned by the agency of British merchants. The Customs Returns for 1895 show that the marked falling off in the import for 1894 was not arrested in 1895, but on the contrary the decline in the trade was even more conspicuous in the latter year. The reduction is set down to the restricted production in India greatly enhancing the cost, and thus curtailing the demand, combined with the improved quality and cheapness of the native drug. Only 51,306 piculs of foreign opium (Indian, Persian, and Turkish) were imported in 1895 as compared with 63,125 piculs in 1894, showing a decline of 11,819 piculs in that year. Mr. Kerton, Statistical Secretary to the Imperial Maritime Customs, when referring to this falling off in the import of foreign opium, remarks—"By a singular coincidence this deficit corresponds closely with the total shipment—11,779 piculs—of native opium from Chungking, in the province of Szechuan, for "klung," distribution among the ports, though this quantity is only a moiety of what leaves the westernmost port by other routes and conveyances." This is a considerable amount and it is a marked increase upon that of previous years, being about 85 per cent, due to the profits made the preceding year, and an increased area had been planted. A small portion of this opium, 988 piculs, came from Yunnan. The following comparison will sufficiently illustrate the progress of this export from Chungking:

	1893	1894	1895
Szechuan Opium	2,613	5,280	10,791
Yunnan	85	733	988
	2,698	6,019	11,779

This of course does not represent all that was carried down the river to junks in addition to the above. The total export is estimated at about 25,000 piculs. At Iching the import of foreign opium in 1895 was, owing to the quantity of Szechuan and Yunnan drug received, nil. Formerly there was a small import of the foreign drug, but that has ceased for some years, and the export of the native drug goes on steadily increasing, and now not only are the river ports supplied by it but also parts of Kiang and Chekiang, which got it through Shanghai. A good deal of opium, Mr. Soncorn tells us, is also grown in the western part of the Hupei province, but this product naturally finds its way to Shao along the old established routes through Shih-nan-fu and I-tu. At Hankow, Kiu-kiang, Wu-hu, and Chinkiang, having come into the market in 1895, the foreign opium is recorded, the reason in all cases given being the plentiful supply and lower price of the native drug. Mr. Lloyd-Palmer, Commissioner of Customs at Wu-hu, mentions that there was a fine opium crop in Anhwei in 1895, and the proportional consumption of the different kinds of native opium in Wu-hu was as follows:—Anhwei opium 70 per cent.; Szechuan, 20 per cent.; and Kiang, 10 per cent. Szechuan drug is, however, gaining ground on account of its quality. The increased consumption of the native drug at Chinkiang caused a falling off of 30 per cent. in the import of the foreign drug. It is a question of cost; the Indian drug is still greatly preferred, only in 1895 the price ruled very high, varying from Tls. 695 to Tls. 660 per picul. The foreign drug was as follows:—Anhwei opium 70 per cent.; Szechuan, 20 per cent.; and Kiang, 10 per cent. Szechuan drug is, however, gaining ground on account of its quality. The increased consumption of the native drug at Chinkiang caused a falling off of 30 per cent. in the import of the foreign drug. 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## SHIPPING REPORTS.

the ground, to send the football spinning through, to fall over the line in a "Rugby" game with the ball nicely tucked under the arm, after cut-downing the enemy and dodging the full back, to find "his eye" signalized at a side-range—when all ask one for a moment of silence. Such a game brings compensation for money and many a bitter disappointment. Not much of a gambler myself, I have generally fallen a victim to the betting fever when on a seacoast, and I have to confess that there is something a trifle exhilarating in watching the thoroughbred that "carries his money" running home. Such a game as this, I admit, but there are many good sportsmen who, as owners of racehorses, never invest a penny on a race, and yet experience a delight as keen in seeing their horses lead the van as the most inveterate punter. My opportunity in this direction, if seening the principals one could win, is limited, but the fact is, have one bet, and an afternoon at Leicester race course gives me something I shall not soon forget; for having been fairly successful in finding winners, our little party doled upon a plunge for the last race of the day. No matter how much, for steady-going respectable citizens, as I trust we were, and are, it would be unwise to expose ourselves a little to spend a batch of money. When the horses come into sight, our colours were not in the van. How keenly we watched than thunders towards us. Suddenly, there was a kaleidoscopic change in the colours, and from out of the ruck we saw the "straw, sky-blue sleeves and cap" of a certain owner, come streaking away, and in less time than it takes to tell, the horse had won. It was with a great two laughs led, the number still in view, and we had won! Hardened every-day racing men may get used to this kind of thing, and possibly regard it as an item in the day's doing, but it I rightly interpret the feelings of our party the few moments after this race were very, very happy ones.

## THE OTHER SIDE.

But these are the days to pictures such as these. If we were with big racing stakes then someone must lose one, and the feelings of the bookmaker who always pays up "on the nail" cannot be very enviable ones as he sees a horse come sailing home lengths in front of everything, which means the loss of many of those crisp bits of paper and handfuls of golden coins. Just as well if we had our good times, so I suppose, but the loss of money is a source of suspense, disappointment, and danger. Skinning over a fair of the incidents that chill one's blood, it is quite likely that my uneasy moments have been commonplace compared to those of thousands who have travelled o'er life's solemn main. Some of my readers may remember an expedition detailed with all the verve of the American Colonial spirit. Of late years that I stand out of the particular incidents when the blood seemed to go cold in one's body. After a long climb a party of four had reached the topmost available point of the Cathedral spire—the wind was blowing a gale up there, albeit it was the middle of a blinding day in August. Clutching the hand rail in one's way, I leaped over the edge, holding on by all else save some from utter darkness into the broad, beautiful light of day. Hat in hand I leaped forward to look over the parapet from this giddy height, and steadying myself by clutching a friendly rod, it came out of its corner, and just for one brief atom of time I thought I was about to burst into the street below. The first thought that passed through my mind in the recess for the purpose of existing in the hoisting and the fusing of the flag, and on the instant I had thought the support had given way. That was one of my thrilling moments. As boy as was my unlucky fate to go through the ice whilst sliding with a companion, and although a bit of a swimmer, I did not know the topmost point of the tower, and jumping against the fissures in the dark and plunge into the water has not been entirely forgotten, although it may be many, many years ago. Walking at Barnmouth once, I was easily lured out to sea on a bright summer's morning by an Isle of Wight friend—how awfully like a fish—when I got through the sea in great style. The sensation was simply delightful, and I could feel the gills of the fish in my nose. But upon my companion inquiring how fresh I felt, I turned to see how far we had swum out, and the houses on the mountain slopes of the little town appeared about the size of toys. Never shall I forget that moment. Fresh or not before looking round, I grew dead tired on the spot, and had to make a hasty retreat, commanding from four of us, "Come back," was all I could shout, and turning my face shovards showed that weary swim with strange feelings. That one glance towards bird thrilled me as I never wish to be thrilled again. Those who have bathed at Barnmouth may know how sloping the sands are, the tide going out for half-a-mile or more in places, and the water sloshing back and forth in the back we both reached the shore all night, but when I found my feet touch the sand for the first time there was a feeling came over me that a feather pen such as mine cannot describe. Whether not my courage in water has entirely deserted me I do not know, but ever since that day I have taken my sea bathing with a circumference worthy of the sun. The next day I went ashore, never to go for more of my sea-side adventures, for they are by no means exhausted. But this chapter is already too personal to satisfy me altogether, and here I must stay my hand.

## HOW'S THAT?

When Mr. Harry Furniss savored his connection with Mr. "Punch" his happy family left a blank in the two parts not easily filled up. Something, however, is to be said in favor of the date—date of the picture, the pose of our great orator is fit to the life. To see the rapidly skinned sketch—merely a few lines—of "W. G." thundering "No, no," as he refuses to budge inch, the warning palm of the arm, the safe rest of the hat over the crease, is to enjoy a moment of grace in all its exhalation.

## THE CHAMPAGNE TRADE.

Mr. Charles Heidsieck sends us (from Reims) the following notes on the champagne vintages:—Vintage, 1889.—These wines, which commanded prices at the vintage not known before, have kept their promise as to the development of the quality, and now that the 1889 are secure, are certain to the wines to drink. The wine is pale yellow, soft, and in every way the picture of the pose of our great orator is fit to the life.

The 1890 vintage, being good, was principally reserved for England; the vintages of 1890 and 1891 were of a lighter style, and have been disposed of to other countries. Vintage, 1892.—The characteristic of this vintage is that, with the exception of 1888, which produced a light and somewhat watery wine, it has been the best in the champagne districts since 1880. Accordingly, the prices paid for the grapes were very high, in the latter vintage, and the result has been that the fine wines and cavées of 1892 are only found in limited quantities. The 1892 are showing bouquet, delicacy, and body, and the development of the wines shows that they have fully answered the expectations which were entertained for the year, and are equal to vintage, 1887.—After the appearance of good wines in previous years, this vintage came as a relief to the champagne trade, as both regards quantity and quality, being nearly four times larger than that of 1892. 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**NOTICE TO CONSIGNEES**  
FROM HAMBURG, PENANG, AND  
SINGAPORE.  
**THE Steamship**

"BELLONA"  
Captain v. Blaser, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to make immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whose delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance has been effected.

**SIEMSEN & CO.**  
Agents.

Hongkong, 9th July, 1895. [1587]

**OCEAN STEAMSHIP COMPANY**

**CONSIGNEES** for Company's Steamship

"DIOMED."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

**SIEMSEN & CO.**  
Agents.

Hongkong, 9th July, 1895. [1587]

**NOTICE TO CONSIGNEES**  
THE CHINA MUTUAL STREAM NAVIGATION COMPANY, LIMITED.

**NOTICE TO CONSIGNEES**  
FROM GLASGOW, LIVERPOOL,  
MANCHESTER, AND  
SINGAPORE.

**THE Company's Steamship**

"NINGCHOW".

having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whose delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. or they will not be registered.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 18th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by

**HOLIDAY, WISE & CO.**  
Agents.

Hongkong, 13th July, 1895. [1583]

**VESSELS ON THE BERTH**

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR  
STEATS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND  
LONDON.

Hongkong, 10th July, 1895. [1574]

"RICKMERS" REGULAR LINE OF STEAMERS.

**NOTICE TO CONSIGNEES**

FROM MIDDLESEAS, ANTWERP,  
AND HAMBURG.

**THE Company's Steamship**

"ELLEN RICKMERS"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 10th instant or they will not be registered.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 17th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-day.

Bills of Lading will be countersigned by

**ARNHOLD, KARBERG & CO.**  
Agents.

Hongkong, 10th July, 1895. [1598]

**NOTICE TO CONSIGNEES**

THE F. & O. S. N. Co.'s Steamship

"RAVENNA".

FROM BOMBAY, COLOMBO, AND  
STRATE.

Consignees of Goods by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

No claims will be made on the cargo.

From London, see also Australia.

Optimal goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, 3rd July, 1895. [1513]

**NOTICE TO CONSIGNEES**

"LYE MOON".

Captain G. Heuermann will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M.

For Freight, etc., apply to

**HOLIDAY, WISE & CO.**  
Agents.

Hongkong, 14th July, 1895. [1533]

**GLEN LINE OF STEAM PACKETS.**

FROM NEW YORK AND STRATE.

**THE Steamship**

"GLENLOCHY".

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 17th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 25th inst., otherwise they will not be received.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & CO.**  
Agents.

Hongkong, 10th July, 1895. [1599]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES**

FROM TRIESTE, VENICE, PORT SAID,  
SUEZ, RED SEA, BAHRAIN, MASSA,  
WAHL, HOODED, ALEXANDRIA,  
CHEB, BOMBAY, COLOMBO, PE-  
NANG, AND SINGAPORE.

**THE Steamship**

"MARQUIS BACQUEHEM".

having arrived, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

This vessel brings on cargo.

From Odessa, ex. s.s. Pandora, transhipped at Port Said.

From Calcutta, ex. s.s. Daphne, transhipped at Aden.

From Trieste, ex. s.s. Amphitrite, transhipped at Bombay.

From Venice, ex. s.s. Tibico, transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon To-morrow.

No claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 20th inst., or they will not be registered.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by

**SANDER & CO.**  
Agents.

Hongkong, 13th July, 1895. [1585]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG, AND  
SINGAPORE.

**THE Company's Steamship**

"SUISANG".

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk from alongside.

Cargo intended for discharge or transhipment on board after NOON on the 10th inst. will be landed at Consignee's risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & CO.**  
General Managers.

Hongkong, 14th July, 1895. [1521]

**NOTICE TO CONSIGNEES**

FROM GLASGOW, LIVERPOOL,  
MANCHESTER, AND  
SINGAPORE.

**THE Company's Steamship**

"EVANDALE".

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whose delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon on the 15th inst., or they will not be registered.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

**SIEMSEN & CO.**  
Agents.

Hongkong, 9th July, 1895. [1587]

**OCEAN STEAMSHIP COMPANY**

**CONSIGNEES** for Company's Steamship

"DIOMED".

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the UnderSigned; in both cases it will be at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance has been effected.

**SIEMSEN & CO.**  
Agents.

Hongkong, 9th July, 1895. [1587]

**VESSELS ON THE BERTH**

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR  
STEATS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND  
LONDON.

Hongkong, 10th July, 1895. [1574]

**"RICKMERS" REGULAR LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES**

FROM MIDDLESEAS, ANTWERP,  
AND HAMBURG.

**THE Company's Steamship**

"ELLEN RICKMERS".

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the UnderSigned before Noon on the 10th instant, or they will not be registered.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 17th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-day.

Bills of Lading will be countersigned by

**ARNHOLD, KARBERG & CO.**  
Agents.

Hongkong, 10th July, 1895. [1598]